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CAMBRIDGE, MASS., WEDNESDAY, NOV. 13, 1918

Price Three Cents

## TECHNOLOGY SUBSCRIBES \$16,000

### IN UNITED WAR WORK DRIVE

Army Unit Raises \$14,000. Faculty Not Half Through  
Gives \$1,600. Naval Unit Comes Forward With  
\$2,300. Civilians Have Yet to Pledge Their Quota

### NO LIMIT IS SET, BUT MINIMUM MUST TOTAL \$20,000

As free spenders in a good cause Technology can surpass all. Tuesday night in the S. A. T. C. mess hall a mass meeting was called to order for the purpose of raising the Institute's share of the \$170,500,000 which the United War Workers Campaign Committee intends to dust from the pockets of those healthy American citizens who have been unable to do their full active share in the consummation of the war by personally attending to that little matter of rounding up the Hun Army. The companies as soon as seated at the tables commenced competitive cheering, which made the electric lights blink. Mr. Netzger of the Harvard Radio School soon quieted the enthusiastic crowd enough to start the band and have a little singing. The storm that he thus raised almost swept him from the table on which he was standing. Enthusiasm did not need to be cultivated. It was firmly ensconced in the mess hall from the beginning.

Mr. Ziegler of the class of 1900, and Chairman of the Alumni Committee of the T. C. A., then introduced Mr. Brewer Eddy, who as a representative of the Y. M. C. A. has seen considerable active service at the front. He described the hardships which he knew of in such manner that each soldier and sailor in the hall lived them for himself. The nerve racking experiences of one Salvation Army girl in particular had a grip which almost pulled the money out of the men's pockets without further help. He went on to tell of the especial need of wholesome influence and care which the Y. M. C. A., Salvation Army, K. of C. and like institutions are rendering the boys over there. Now that the objective of beating the Huns is removed, the boys, idle after the terrific strain, are going to need guidance as they seek recreation. All the Allies look to America to keep their boys straight and clean. In the midst of his talk, Mr. Eddy pulled forth from his pocket a French flag which he had taken from the rafters of a shelled hut during the German drive. Over a thousand lusty young voices opened up to full powers made Mr. Eddy concerned about the safety of the roof over head. He was compelled to end his talk, as he had to leave shortly to travel to Lawrence to speak at another meeting.

**CROSS-COUNTRY RUN**  
Held at Franklin Field

A trial run was held last Saturday at Franklin Field. Eight men from the Naval unit, two from the S. A. T. C., and four from the junior battalion participated. The course had to be run from memory, as there was none laid out, and the men ran about a mile more than the actual course would have necessitated. The results of the run were satisfactory according to Coach Kanaly both from the standpoint of the running and the number of men which turned out. Twice as many men were in the run as on the preceding Saturday, when a meet was held at Wakefield. The S. A. T. C. was represented this time, which was a good sign, as they had had no men out hitherto. It is hoped that still more men will come out for the run to be held at Wakefield this coming Saturday, when the team for the season will be chosen.

### THEY GAVE THEIR LIVES

And Technology Honors Them  
With A Memorial

Technology's honor roll of her sons who have given their lives in the service, while not yet completed, nearly fills the three panels which are already erected in the main lobby. The information for the memorial has all been compiled, and the names will be added as rapidly as possible. THE TECH published a partial list of these in its Saturday issue, and the remainder follows:

Schroeder, Fred E. '18, January, 15. 1918. Private, 23rd Rgt. Engrs. Died of disease, Camp Meade, Maryland.

Beach, George Albert, '14, January, 22. 1918. Avia. Sect. Signal Corps, A. E. F. Killed in collision.

Stewart, Gordon, '20, January, 1918.

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### NAVAL UNIT WILL PLAY NEW HAMPSHIRE LATER

#### Unable to Complete Arrangements For Saturday's Game

The naval unit football team which had planned to play New Hampshire state college last Saturday, was unable to complete the arrangements for a game on that date and only scrimmage practice was given the team. Manager Sjostrom, however, believes that a game with New Hampshire can be fixed for Thanksgiving day but if this is impossible, it will be played on the following Saturday. A game with Dean academy is also pending. At Saturday's scrimmage, Captain Hurley says, the team showed great improvement and he believes that with more practice the team work which is so necessary to success will be obtained.

#### OFFICIAL S. A. T. C. ORDERS

Issued by Major Cole.

Two more special orders for the men in the army unit at the Institute were issued by Major Cole during the past week. The last of the new regulations deals entirely with actions of the army men in regard to members of the naval unit. It absolutely forbids all audible comment when the navy men are marching by under orders and adds that an offense against this ruling will be considered an attempt to cause rioting. Another article of the same order states that men from the naval unit are not to be arrested by army guards unless guilty of absolute rioting or a refusal to obey the orders of sentries. The first order concerns only the inoculation for smallpox.

The orders in detail follow:

It having been reported that men of this command have hooted and yelled out to a column of the S. N. T. C. marching under orders, men are hereby informed that any man guilty of taking part in any such conduct, or demonstration, or of calling out to or making any audible comment, or any threatening, or derisive gestures, or anything of that nature calculated to cause ill feeling between the naval and military units, will be deemed guilty of attempting to cause rioting, and will be dealt with the utmost severity. The Officer of the Day will give particular attention to this matter, and will, if necessary, turn out his entire guard when the navy is marching to or from meals, or at other times and will immediately arrest and confine under guard any men guilty of such conduct and prefer charges against them so that they may be brought before a court martial.

It has also been reported that when the navy was marching to meals companies of the S. A. T. C. have been fallen in and marched at a double time so as to cut in ahead of the navy in getting into the mess hall. Anything of this kind is absolutely prohibited and responsible non-commissioned officers will be punished. The company which reaches the mess hall or any other point of contact first while marching at the regulation step will have the right of way. Should the naval unit not obey this rule the army unit will give way and report the fact.

Any excuse for the above mentioned offenses based on the fact that the naval unit may have similarly offended will not be entertained. If there is any lack of harmony between the two units it will not be contributed to in any way by the army unit.

All officers will read his order to their companies, and all officers of the command in addition to the Officer of the Day sternly put down any contribution to disorder, and rowdiness, and ill-feeling between the two units, invariably arresting and confining our own men.

In case the members of the Naval unit engage in any such conduct as has been set forth in this order all officers or non-commissioned officers will report the circumstances with the names of men engaged. They will not arrest members of the Naval Unit except for absolute rioting or refusal to obey the orders of sentinels or interfering with a sentinel in the discharge of his duty, in which case they may call out the guard, arrest the men concerned, and convey them under guard to their own Commanding Officer with a report of the circumstances.

## NEWS OF PEACE TAKES INSTITUTE BY STORM

Men in Barracks Wake Before Reveille and Technology Closes Its Doors At Noon

### ARMY UNIT PARADES IN BOSTON BUT NAVY MEN GET LIBERTY

All Technology awoke Monday morning to the dawn of peace. Even before reveille sounded through the army and navy barracks, the whistles on the various factories throughout the city had proclaimed the glad tidings too loudly to permit sleep and the men were talking the prospect over in their bunks while waiting for the call to rise, thus establishing a precedent in the military life at the Institute—awake before reveille.

At 6:45, as the navy men marched up Massachusetts avenue to mess, they were met by a congregation of Italians parading down the avenue with flags, dishpans, horns and every imaginable means of making noise. From that time on, the avenue was one long procession of automobiles, trucks and lines of people, who dismissed from their work were giving vent to the pent up feelings of years.

Classes went on as usual but all attempts at concentration were void and happy smiles and vacant looks greeted the professors. During the morning, it was decided to close the Institute at noon and this news spread like wild fire. The navy men went to their noon drill as usual but at the close of this period, they were informed that they were to be given liberty until Tuesday night at 7. Only the first company was kept at the Institute for guard duty.

Members of the S. A. T. C. fare rather worse. They were mustered at noon and after mess took part in the big parade in Boston.

The march was long, and covered a considerable part of Boston. Starting at Technology, the army unit marched along Massachusetts avenue as far as Newbury street, then through Exeter and Marlborough street to Beacon street. Following this street for some distance, it went around near the South Station, and through Summer, Tremont and Boylston street to Park square. From there it paraded to Copley square, then over to Marlborough street and back across Harvard bridge to the Institute.

All Boston turned out to see the parade, and enthusiastic crowds lined the curbs of the streets through which the fellows passed. At one point on Summer street, the crowds were so tightly

(Continued on page 4)

### INSTITUTE MEN APPRECIATE SERVICE OF BUREAU IN FRANCE

Letter From Gibbs, '00, Asks Us To  
"Carry On"

Technology's sons, now serving in France, have sent a letter expressing their appreciation of the services rendered "over there" by the Tech Bureau. They ask that the good work be carried on as far as possible in order that "a home for the Institute man in Paris may be maintained." Credit for the success of the undertaking is given primarily to Lansing '98, "who started things going"; Gibbs '00, who is still at it and will stick to Mrs. Sedgwick and Mrs. George who have "made" the auxiliary.

The letter itself follows:

"To the Alumni of Tech:

"For your past support of the Tech Bureau Overseas and the Tech Auxiliary in Old Rogers we are all grateful to you. We think it worthy of your continued support and interest. You have made a home for Tech men who come to Paris. You have supported a comfortable room for the Tech boys in Service over here to use, write, lounge or chat in. To have the cheer of an open wood fire when it is chilly outside. You have maintained a Director who has maintained an active personal interest in every man who visits the Bureau, who corresponds with hundreds of men who can't get to Paris; who buys or secures for them anything obtainable in Paris;

The line-up follows:

Technology: Goal, I. E. Wei; Ifb, C. Y. Young; rfb, Y. L. Yih; Ifb, S. S. Chen; chb, H. Haung; rfb, K. K. Chun; Ifb, S. S. Kwan, capt.; Ifb, K. C. Li; cf, T. K. Lin; rif, K. P. Hu, C. F. Ede; rof, T. K. Lieng; substitutes, L. T. Kung, K. C. Moi.

Harvard: Ifb, Phi Plips; Ifb, Craig; cf, Guy da Rocha, capt.; rif, Chanin; rof, Grant; Ifb, Ross; chb, Masters; rfb, Moeca, Manach, Bem; Ifb, Duncan; rfb, Friel; goal, Maloney.



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The Editor-in-Chief is always responsible for the opinions expressed in the editorial columns, and the Managing Editor for the matter which appears in the news columns.

#### IN CHARGE OF THIS ISSUE

Carl W. Harris, Oct. '20 ..... Ass't Night Editor

WEDNESDAY, NOVEMBER 13, 1918

#### ALL HAIL TO LIEUT. GATEWOOD!

THE men in Company A of the S. A. T. C. here at Technology ought to consider themselves lucky in having had for the duration of one month a Top Sergeant of such sterling qualities as Second Lieutenant Arthur R. Gatewood. As soon as he entered Technology he impressed everyone as being a person of no mean ability. Once again the Virginia Military Institute triumphs in turning out such a man as Arthur R. Gatewood. While of a distinctive military bearing he was a friend and a jolly-good fellow at all times; his impression upon Company A is very noticeable and it is certain that he will stamp the same mark, a mark of military bearing, upon the men with whom he comes in contact at Camp Devens. The role of Technology officers is once more expanded. All of us wish him the greatest luck and will welcome him back among us after the "Great Service" has been carried to the finish.

#### "OVER THE TOP"

HURRAH! Once again Technology has shown its true spirit. Once again the students of the Institute have demonstrated that they are true Americans!

In just two and one quarter hours Technology raised her quota of \$15,000 for the United War Workers Campaign and she is still giving!

In the S. A. T. C., Army Unit, H Company reached the \$2,000 mark, F and G came in practically tied for second place, while B Company trails with only \$855 to its credit. Company A, it is true has subscribed only \$350, but over half of this company were on guard duty, and the company has agreed to make up the deficit. The other companies are doing pretty well, but they all need a little more "pep" in order to beat Yale and "show" Mr. Eddy that Technology can put it all over Yale when it comes to a showdown. The Navy Unit also needs to show some of its much talked of "speed" and come across for more than twice its present pledge if it wants to come anywhere near the mark set by the army in the first few moments of the drive. Of course, the drive has just begun and the greatest part is yet to come.

As yet, the military units and the faculty, in part, are the only ones heard from. Now, let us hear from the rest of Technology and we all will be backing up the men "Over-there," doing the great "Service." We have got to back the men up, so that they can "Carry-on."

Men of Technology!!! DO NOT FAIL TO DO SOME THING and back up the organization who have such men as Brewer Eddy among their personnel. Every body should give something. Do not let some big subscriber do your share.

#### THE BEGINNING OF THE END

ACCORDING to the latest reports from Washington, Secretary Baker is at work planning for the dismissal of the men in training on this side. This means that the future of the S. A. T. C. will soon be decided, and made known. We all will soon be back in civilian life with no military rules and regulations to bother us. However, we must make the best of things for a while yet. Now is not the time to lie down on the job and quit working. If you quit now there will be just so much more work to do when you go back into "CIVVIES" again.

With the probable breaking up of the S. A. T. C. it is high time for the undergraduates to begin to think about the resumption of activities here at the Institute. There is hardly an activity that has not some of its old men here in one branch or another. To them will devolve the problem of starting things up again. Now is the time to start.

#### PERSONALS

The Personals Editor asks the cooperation of the great body of people interested in Technology. He is powerless unless he has material to work upon. This material can only be supplied by the friends, relatives and classmates of Technology men. This column will be doubly interesting to those men who are across the sea, now that they are doing guard duty. We wish to get all the news of all those men who have been connected with the Institute in any way. Send your contribution in to the Personals Editor, giving as much information as possible. The Editor wishes to thank those who have helped him to date, and trusts they will continue their support.

Mrs. Franklin P. Knight has received a cablegram from France, stating that her son, Lieutenant Arthur R. Knight, 17, is coming home.



LIEUT. ARTHUR KNIGHT '17

As in a letter received from him dated Sept. 28, he stated that he had received official notice from headquarters that on Oct. 15 he was to be recalled from the service of the French where he has been for some months past to the United States, to be sent to England as an instructor in night bombardment and navigation, it is now supposed that these orders have been changed and he is to be sent to the United States in a like capacity.

He has been in France for a year and has been flying over the lines for some time past with Captain Paul De Lessups, who is a son of the French engineer who built the Suez canal and who started the Panama canal. Captain De Lessups has been flying since the beginning of aviation and is one of the few old-timers who has not been killed. He was the first person to fly a monoplane in America, and flew at many of the big meets here.

Lt. Knight was born Jan. 11, 1896. He graduated from Chemical Engineering. He prepared for Technology at Newburyport High School. He was a member of the Chemical Society in his third and fourth years.

The following extract from a letter of Corp. Edward A. Hubbard, '13, 55th Artillery, C. A. C., A. E. F. has been sent to us by the Technology War Service Auxiliary:

"Last night I spent in a dugout on the front where there is most going on—right in the middle of everything—and tonight in 'Gay Paree' Some change!

"I went to the University Union and saw Mr. Gibbs. I got lots of things from him. He was a wonder! Fixed me up in every way. Gave me a complete equipment, which was much needed, as I left our battery position with nothing but the clothes on my back. He said if I needed anything at any time to let him know."

"I certainly appreciated all that Mr. Gibbs did for me, and the feeling of home that the Union gave me. It was fine to know that you had a real place to go. I had also much good food. Some contrast—a dirty dugout, and army food, one night in Paris with a bed the next."

Albert E. Hamilton '21, died October 28th after a week's illness with influenza. He contracted the disease while waiting for his appointment to the officers' training camp at Fortress Monroe. Hamilton, who was always known as "Ham" among his pals at the Institute, transferred here from Colgate last year and put in one year of Freshman work in Course 2. His home was in Auburn, N. Y., and he enlisted at Bos-

ton in the fall of 1918. Those men who worked with him in the yards of the New York shipbuilding company during the summer and his brother members of Delta Upsilon fraternity, can always look back on him as a real man and a real friend. His death is keenly regretted by all who knew him.

Halmer Carlton Chidsey, '20, died at the Coast Artillery School, Fortress Monroe, of pneumonia. He was well known in his class, and his classmates deeply regret that such a promising career should be cut off in its prime.

#### MEMBERS OF S. A. T. C. MAY BE DISMISSED SOON

Secretary Baker Says College Will Be Brought Back to Normal Pursuits as Soon as Possible

#### NO INFORMATION FROM NAVY

No definite provision for the members of the students' army training corps now stationed at the Institute has as yet been announced by the war department, although a statement issued yesterday by Secretary Baker said that a plan for their future was being worked out. The question of the best way to stop the work of the S. A. T. C. with the least disruption of the Institute is being considered by the college officials associated with the government in this work and also by the general staff. Secretary Baker said that the plan adopted would be that which would turn the colleges back to their regular pursuits as quickly as possible without causing too severe losses to the institutions. It is possible that men will be kept at some colleges longer than at others, where readjustments will not be of such great moment. So far, the navy department has given out no information concerning the men in the naval unit.

#### LETTER FROM FRANCE

BY LIEUT. H. G. HAWES JR. '10

My dear Gibbs: Sometime ago, while we were in the midst of the drive on the St. Mihiel salient, I received a number of the copies of THE TECH from you together with your circular letter of August, announcing the desirability of "news" from those of us "over here." The TECH was much appreciated and was duly passed on to Capt. Etheridge, who is in the Tank Corps too, and who was with us at that time. Lt. Barnard, another Tech man, who is also in the Corps, later received them and expressed his grieved surprise on the number of his classmates who had been made Captain in the States while he and the rest of us over here were struggling along still with one silver or gold bar only. However, I consoled himself (and myself) by pointing out that they were "temporaries" which somewhat lightened the gloom.

Now as to the "news" part. I've made (this ink is beyond words) and unmade my mind several times on that point. It is hard to sum what to say. The actual "shows" are much better told of in the papers than I could ever hope to write them, and I can't quite see what else would be of interest. Still perhaps a little "dope" on the original English tanks might be of interest. These are not used now—and the boches captured some anyway and know all about them, so perhaps his royal highness, the censor, will let me talk.

I landed in England last winter for a course of instruction in these antediluvian animals. We were graduated with the British officers and taken into their training school. To begin with we were given a very thorough grounding in what made the tanks go. Motor, transmissions (there were two in this old model) and drive, together with steel construction were all gone into. Then one red letter day we were ushered into a shed where there was a jacked-up tank and given our first idea of its operation. Before I go on I shall have to outline the drive system of the old type. To begin with the 6-cylinder sleeve valve motor was connected by a cone clutch to a sliding gear transmission having two speeds ahead and a

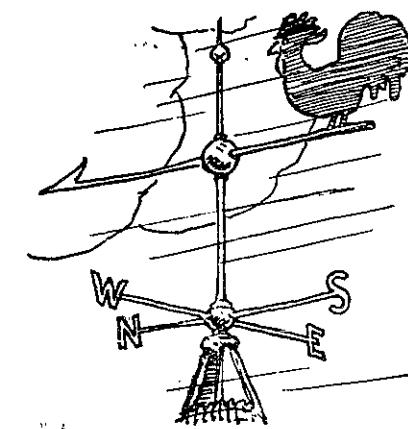
(Continued on page 3)

#### Which Way

#### Is The Wind

#### Blowing at

#### Technology ??



#### IS THE OFFICIAL

#### WEATHERVANE

#### OF THE ALUMNI

#### OF TECHNOLOGY.

#### IT GETS WIND OF

#### HAPPENINGS

#### "OVER THERE."

#### IT WILL TELL

#### YOU WHEN YOUR

#### CLASSMATE

#### DOWNED HIS FIRST

#### BOCHE FLIER.

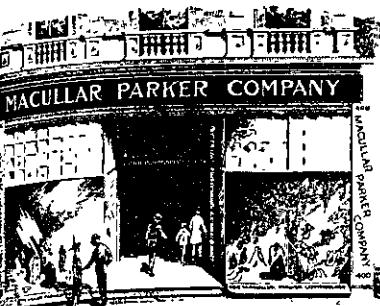
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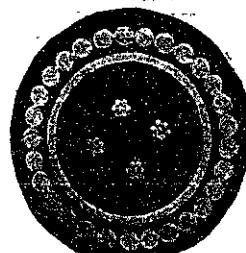
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## THEY GAVE THEIR LIVES

(Continued from page 1)

Cadet Pilot, Army Air Service, A. E. F. Died of spinal meningitis in France.

Couch, Edwrd S., '17, February 6, 1918. 2d Lt. B Co., 1st Bn., 22d Inf.

Death by accident at Fort Leavenworth.

Jones, Charles E., '17, February 15, 1918. Cadet. Avia. See Sig. Corps.

Observation Pilot. Killed in an airplane accident in France.

Kelly, John G., '14, March 18, 1918. Lt. 10th Engrs. Forestry, A. E. F. Death by accident.

Nathan, T. C., '20, March 20, 1918. 1st Lt. Avia. Killed in a flying accident at a training camp in Scotland.

Milliken, Alfred S., '14, March 30, 1918. 2d Lt. D Co., 6th Engrs. A. E. F. Killed in action.

Ingramham, Franklin T., '16, April 11, 1918. 2d Lt. C. A. C., U. S. A. Died of pneumonia at home.

Ely, Dinsmore, '18, April 21, 1918. 2d Lt., Lafayette Escadrille. Died from injuries received in an airplane accident.

Sawyer, Enos C., '18, April 21, 1918. Bttrry A. 101st F. A. Died of wounds received in action.

Greenough, Gordon, '14, May 1, 1918. Lt. Ord. Dept. Died at the Reid Hospital, Washington.

May, James DeGrier, '18, May 9, 1918. Lt. Officers Hdq., Kelly Field, No. 2, Texas. Killed.

Angell, Cyril M., '18, May 14, 1918.

1st Lt. 147th Aero Sq., A. E. F. Killed in action. Was pilot in the same machine with W. K. B. Emerson, Jr.

Emerson, W. K. B. Jr., '20, May 14, 1918. 2d Lt. 15th F. A. A. E. F. Killed in action while acting as an observer in the plant in which Cyril Angell was pilot.

Gould, Prescott W., '18, May 23, 1918. C Co., 103 Machine Gun Bn. A. E. F. Killed in action.

Roper, George, Jr., '16, May 27, 1918. Cadet. British Royal Flying Corps. Killed in an accident in England.

Wyman, Alfred Theodore, '16, May 27, 1918. Lt. British Royal Flying Cps. Killed in an accident.

Swan, Leroy, '17, June 19, 1918. 2d Lt. Killed at Wilbur Wright Aviation Field, Springfield, Ohio, when airplane collapsed.

Wasgatt, Harold Clinton, '19, July 19, 1918. Died of wounds received in action, France.

Brown, Malcolm Cotton, '18, July 24, 1918. Lt. Killed in airplane accident. 1st Lt. 59th Inf.

Rogers, Newell Willard, '14, August 1 1918. Cadet, Chanute Field, Rantoul, Ill. Killed while flying.

Wooten, James C., '18, August 3 (about), 1918. Killed in action, France.

Simmons, Frank Ronald, '10, August 12, 1918. Capt. Intelligence Service, Paris. Died of pneumonia at Marseilles, France.

Pero, Donald Cary, '19, August 24, 1918. Ensign, U. S. N. R. F. C. Killed in a seaplane accident off Fire Island.

Atkins, Arthur K., '17, August, 1918. 2d Lt., 165th Inf. Died of wounds received in action.

Kimball, Scott P., '11, September 28, 1918. Died of pneumonia, Camp Upton, New York.

Bates, Eric, '07, October 8, 1918. Died of pneumonia, Camp Zachary Taylor, Ky.

Smith, Winthrop F., '188, October 10, 1918. Died of pneumonia at Bay Shore, Long Island.

Morrison, Phillips G., '16, October 12, 1918. Died of pneumonia at Aberdeen Proving Grounds.

Stephens, Albert Leslie, '06, October 12, 1918. Died at Camp Humphreys, Va., of pneumonia. Lt.

Guething, Theodore H., '15, October 15, 1918. Died at Picatinny Arsenal, Dover, N. J., of pneumonia.

Waterbury, Chas. Dann, '95, October 9, 1918. Died in Walter Reid Hospital, Washington, D. C., of pneumonia. Capt. Q. M. Corps

Uhlinger, Jas Philip, '16, October 16, 1918. Died at Camp Meade, Md. of

pneumonia. A. S. S. C.

Alexander, E. Potter, '14, October 22, 1918. Died of disease. 1st Lt. H. Q. Co., 509th Engineers, Service Battalion American E. F.

Tierney, Harold Joseph, '17, October 22, 1918. Lt. Camp Vail, N. J. Died at Camp Vail.

Herrick, Wm. F., '11, September 15, 1918. 1st Lt. Air Service. Killed in airplane accident in France.

Rideout, Percy A., '11, October, 1918. 2d Lt. 30th Engrs. Killed in action.

Ware, Ernest A., '09, November 1918. Capt. B Co. 506th Engrs. Died of disease at Bordeaux, France.

## BUREAU IN FRANCE

(Continued from page 1)

who forwards their mail to them to their correct address through a system of files which now contains over 600 names of the 700 men over here; who provides for an informal get-together dinner for them each month.

The support of this Bureau maintains an excellent stenographer, and also will maintain soon a young English Boy Scout to assist. The Director knows Paris well enough to be able to direct the boys to whatever sight-seeing, location, or theatre and restaurant they may desire. He lives in the Hotel near the Bureau and is on hand always. He visits personally any boy who gets in a hospital in the City.

"In fact through the past six months the Bureau has brought most of the Tech boys in service to a realization and appreciation of the fact that Tech in its Alumni have followed them to Europe and is back of them. Every letter contains an expression of their appreciation. "The untiring efforts of the Auxiliary in Old Rogers keep our 'Treasure Chest' full of necessities and comforts—even a few luxuries which are given or sent to them.

"Lansing '98 started things going. Allen '16 carried it on. Gibbs '00 is still at it, and will stick. Mrs. Cunningham, Mrs. Sedgwick and Mrs. George have made the Auxiliary and it 'carries on.'

"The Tech men over here express their appreciation through the Director to you. They ask you to 'carry on' as does the Director.

"GEORGE CROCKER GIBBS, 1900."

## LETTER FROM FRANCE

(Continued from page 2)

drive a worm differential having a locking device to render it inoperative. On either end of the cross shaft, which corresponds to the rear axle of an automobile, was a set of "clash" gears giving two more speeds. The caterpillar treads were driven from these last gear sets, which formed the "secondary transmission." To drive the tank four men were required: a driver, who operated the clutch, primary gear set, motor speed, and differential brake—also the transmission lock; a brakeman, who sat beside the driver and operated the track brakes (one for each track); a gearsmith for the right hand secondary transmission; and a gearsmith for the left hand transmission. Quite a crew.

We were installed in rotation in the jacked-up tank, in the positions mentioned, and shown the various operations required to turn, shift gears, etc. Then we were taken out and assigned to a training tank in crews of 5 with a non-com. instructor to each crew. The tank having been oiled up and the motor started each of us was assigned his post and we were ready to start. The driver just threw his clutch and let in his first speed. Then, holding his clutch out (and it was somewhat of a job, for that clutch spring had a punch) he signalled to the r. h. gearsmith to set his low speed. Sometimes it was necessary to let in the clutch and spin over

(Continued on page 4)

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INSTITUTE CELEBRATES

(Continued from page 1)

packed that the leading squads had to resort to football tactics in order to advance. The cheering of the crowds showed their appreciation, and the fellows enjoyed it, especially that of the many girls along the line of march. After the parade, the men were on liberty until 11.30 and were not required to go to their customary study hall. Tuesday morning they were free from 9 to 12 but in the afternoon again took part in the parade. Following the march, they were on liberty until 5.30. In the evening instead of going to study halls, they attended the rally for the United war drive which was held in the mess hall. Beginning Wednesday morning, the Institute once more settled down to studies.

LETTER FROM FRANCE

(Continued from page 3)

First we would have to drive up and the secondary gears before this could be done. The r. h. gears being set the driver then signalled the l. h. gearsman similarly, and once those gears were in, let in the clutch, gave her the gas, and we moved off. Strangely enough the motion is not as rough as one would imagine, and the huge mass of metal moves off quite easily. Once moving the ground being good, the driver would shift into second speed, as one would shift in an automobile. Then would come the order to turn, say, to the right. The driver would then signal to the r. h. gearsman to throw his gears into neutral. The latter would unlock his shift lever and put a strain on it. The driver would then depress his clutch pedal and the gears would slide out of mesh. (I forgot to say that practically all driving was done with the differential locked.) The clutch would then be engaged and the brakesman would apply his r. h. track brake strongly or gently, depending whether one wished to turn sharp or swing in a curve, and the tank would swing. If the brakes were applied hard so that the track didn't move at all, the whole machine would turn as if on a pivot, and unless one was careful would invariably turn too far, so that it would be necessary to drop into reverse to bring it back. Having made the turn the driver would signal to the gearsman to re-engage the r. h. gears, and the tank would drive ahead again.

Then the signal would come to go into 3d speed. This meant 1st speed in the primary transmission and 2d speed in the secondary. So first of all the driver shifted down to 1st. As a tank like this only coasts about one inch one practically always comes to a stop when shifting, though a good driver with good gears would often become so adept at it that the stoppage was practically unnoticeable. Having set 1st speed the driver would signal the r. h. gearsman for 2d speed. The latter would unlock his lever and put on a strain to throw it, but as the tank was running this would be impossible. There is just a moment when this can be done, between the time when the driving strain goes off and the time when the tank stops. Therefore when the gearsman was "all set" the driver would throw his clutch, and as quickly let it in again, to try and keep the tank moving. When the knack was acquired one would seldom miss a shift. Having placed the r. h. secondary in 2d the driver would immediately (for it is too much of a strain to drive long on one side only in 2d) signal the l. h. gearsman, the same operation would be performed, and the tank would go away in 3d. To shift to 4th it was only necessary to throw the clutch and shift the gears in the primary transmission. But you see driving was quite an art, and even a "goat" driver was helpless with poor gears.

Once we had mastered the knack of gear shifting and turning and could thread our way through a field full of shell holes (artificial) without losing too much speed, we were put over the jumps.

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reverse. From this the main shaft balance on the top of an artificial embankment. It was only about 5 feet high but when the tank was rocking on the top it seemed like 20. And it was quite an art to go over and check the many tons of steel at the right moment so that it wouldn't come down with a crash. Not that the bump seemed to bother the tank any, but it was none too pleasant for those inside.

Then we were taught to slide into and climb out of shell holes, to cross trenches, to climb steep banks, and finally we had to drive against time around a course with every known sort of trouble in it that the diabolical ingenuity of the chief instructor could devise.

All in all it was a strenuous training, but when one finished he could make the big mass of iron slide down banks, wobble across trenches, pirouette on a nickel, and sit up and beg—almost.

I forgot to mention that occasionally one crew would be sent out after some trees. The tank would be driven up to a likely one, would affectionately nuzzle it, walk up its trunk like a fly going up a blade of grass, and down would come the tree. It would then be hitched on behind with a few lengths of steel cable, and "ma" tank would come home "with the bacon" and a sort of satisfied smirk on her iron countenance. And they're queer, half-human sort of things at that: Many a time I've stood in the tank park about the time of recall, and seen the queer monsters come lumbering in from all directions, and their likeness to a herd of antediluvian cows hurrying home to be fed is irresistible. They're queer critters—yet fascinating.

And now I'll call it a day and end this volume. I hope that the talk will be of interest to you, and I also hope that H. R. H. the Censor will allow it to pass his scrutiny. I can only remind him that Fritz has captured and used some of these tanks, and must already know their eccentricities. And we now use much different ones.

With kindest regards to yourself, and my fellow grads.

Sincerely,

HENRY GORDON HAWES, Jr.

1st Lt. T. C.

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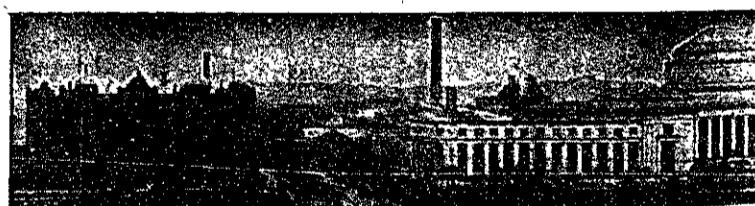
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